



National Transportation Safety Board Aviation Accident Final Report

Location:	MEMPHIS, TN	Accident Number:	ATL94LA077
Date & Time:	04/07/1994, 1545 CST	Registration:	N306FE
Aircraft:	McDonnell Douglas DC-10-30	Aircraft Damage:	Minor
Defining Event:		Injuries:	3 Serious, 1 Minor
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Analysis

THIS OCCURRENCE WAS THE RESULT OF CRIMINAL ACTIVITY. CONSULT FEDERAL BUREAU OF INVESTIGATION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
Not Determined.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

This occurrence was the result of criminal activity. Consult Federal Bureau of Investigation.

Pilot Information

Certificate:	Airline Transport	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine; None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	03/28/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3174 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	McDonnell Douglas	Registration:	N306FE
Model/Series:	DC-10-30 DC-10-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	48287
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	03/16/1994, AAIP	Certified Max Gross Wt.:	580000 lbs
Time Since Last Inspection:	80 Hours	Engines:	3 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	GE
ELT:	Not installed	Engine Model/Series:	CF6-50C2
Registered Owner:		Rated Power:	
Operator:		Air Carrier Operating Certificate:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	FDEA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MEM, 0 ft msl	Observation Time:	1550 CST
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	
Lowest Ceiling:	None / 0 ft agl	Visibility	12 Miles
Wind Speed/Gusts, Direction:		Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	SAN JOSE, CA (SJC)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	2 Serious, 1 Minor	Aircraft Damage:	Minor
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Serious, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS,	Adopted Date:	12/07/1994
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.